

INTIMATIONS

**A. S. WATSON
& CO., LTD.,**

ESTABLISHED 72 YEARS.

WINE & SPIRIT MERCHANTS.

**WATSON'S
VERY OLD LIQUEUR
SCOTCH
WHISKY.**

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation for over 30 years as THE LEADING SCOTCH WHISKY IN THE EAST.

**WATSON'S
BRANDY.**

Finest very old BROWN BRANDY. Guaranteed 25 years age, in wood. The finest LIQUEUR BRANDY on the market.

"The increasing length and depth of modern steamers calls for the provision of a wharf of greater length than any of our present ones and necessitates a considerable amount of dredging at our wharves." These two statements show that two Companies to whom the Colony owes so much for the development of the port into one of the largest shipping centres of the World are taking due notice of the signs of the times, and it is very satisfactory to see that they are preparing for future shipping developments. But, as we have pointed out on many previous occasions, an important duty devolves upon the Government in this connection. Suitable anchorage for an increased number of vessels must be provided as near the centre of the harbour as possible, and for this purpose the question of deepening the harbour must be seriously considered. If the Wharf Company, looking to "the increasing length and depth of the modern steamship," deem a considerable amount of dredging at the wharves necessary to enable these steamers to berth alongside them, it is imperatively necessary that the Government also should assure itself that these larger and deeper-draught steamers will be able to approach the wharves. We drew attention a short time ago to some interesting evidence given before the Dominions Commission by Lord PEARCE and Professor JOHN HARWARD BILES concerning what effect the present deepening of the Suez Canal and the capacity of the Panama Canal is likely to have on the depth of the world's harbours. Lord PEARCE said there was no doubt in his mind that the minimum working depth now desirable for a first-class harbour is at least 40 ft., and that, "in view of the time which it takes to get harbour authorities in motion and to obtain results from them, he thought the minimum depth which harbour engineers, or any report on harbour facilities should now recommend, is at least 45 feet, as by the time that anything like this depth obtains in many harbours, he was sure there would be a demand for it from the shipping using the ports." Sir JOHN BILES thought it not unreasonable to predict that within 20 or 30 years a depth of harbour of 60 ft. could be profitably employed, while another opinion expressed by him was that the opening of the Panama Canal by reason of the increased draught available, as compared with the Suez Canal, will make it possible to run more economic—i.e. larger—steamers of greater length to China in spite of the greater distance. Running steamers to China means running them to Hongkong, and as the harbour is the very source of our prosperity it must ever be the constant aim of the Government, as of local enterprise, to maintain it in every respect as a "first-class harbour." At various anchorages areas the harbour bed, even now, is stirred up by the propellers of even moderate-sized steamers, thus indicating that the depth is not as great as will be necessary for the accommodation of the deep-draught economic leviathan that the Panama Canal makes possible.

The French Fathers in Caine Road, as is their custom, entrusted a coolie with the sum of \$1,200, which he was to take to Pokfulam to pay the printers employed by the Fathers. On Monday he reported to the West Point police that he was attacked by three men near Mount Davis and robbed of the whole of the money. The police are enquiring into the matter.

At the Marine Court yesterday, 51 members of the crew of the s.s. *Salmasi*, a Glasgow steamer, were charged with disobeying the orders of Capt. Gardner, the skipper of the vessel. Among the charges are those of wilful damage and threats. No evidence was called, and on the application of Mr. W. B. Hind, who appeared for the defendants, the hearing was adjourned until to-day.

To-day's business notices include the announcement of the admission of Mr. C. G. S. Mackie as a partner in the firm of Gibb, Livingston & Co., and of Mr. L. G. Bird and Mr. G. L. Wilson as partners in the firm of Palmer & Turner. Mr. C. C. F. Cunningham and Mr. L. N. Lee have been authorised to sign per procuration on behalf of Messrs. Jardine, Matheson & Co., Ltd., and Mr. W. Olivecrona to sign per procuration on behalf of the Swedish Trading Co. in China, Ltd., of which Mr. Arthur Nilsson is managing director.

It has been ascertained that Mrs. Edith Eliza Ames Lyde, whose death occurred suddenly on board the German mail steamer *Tokyo* at Shanghai last week, was a sister-in-law of Major Oswald Henry Ames of the Second Life Guards (now retired), who held the record of being the tallest man in the British Army, his height being 6 feet 9 inches. A cablegram was despatched to Major Ames appraising him of the death and asking for instructions, and the funeral was delayed pending the receipt of a reply. The deceased was on her way to Japan to see the peach blossom, and it was her intention on her return to spend some little time at the house of a friend in the British Legation at Peking.

The *Yellow Dragon* acknowledges subscriptions to the Queen's College Pavilion Fund amounting to \$2,072.

An announcement is made that "Betsey," a comedy in three acts by F. C. Burnand, will be given in the Theatre on April 16th, 17th and 18th inst., in aid of four local institutions.

The Chinese Government, the *Peking Gazette* says, will most likely abandon the scheme of making Santusao (Fukien) a naval harbour, as it is feared that the sand bar at its mouth is very treacherous and the initial expenses will be great.

Whilst under the influence of liquor, a Chinese assaulted a respectable Chinese lady in the Western District, inflicting a rather bad wound near the left eye. At the Magistracy yesterday he was fined \$50, or two months' imprisonment in default.

In the German Consular Court at Shanghai last week, Peter Behrens, head collector in the Shanghai Gas Company, was sentenced to two months' imprisonment on a charge of embezzling, during 1912 and 1913, \$1,030, the monies of his employers. The case was heard before Dr. Ney, Consular Judge, and Captain H. Schellhoss and Mr. F. W. E. Koeppe (Assessors).

Mr. Auguste Vernon, a French gentleman who has had considerable experience in Hotels in the Far East, has become manager of the well-known *Kashin-ia* Hotel at Kamakura, in succession to Mr. Wasaburo Aoyama, who has resigned after being connected with the Hotel for twenty-eight years. Mr. Vernon was for a few years the lessee of the Boa Vista Hotel, Macao.

St. Stephen's College annual sports were held at the Happy Valley yesterday, in ideal conditions. The various events were well contested, and were watched by a numerous crowd of parents, scholars, and friends, the sports being a great success. The prizes were presented at the close by Sir Chen Tung Liang Cheng.

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THE OUTBREAK AT THE GRAND HOTEL.

We are authoritatively informed that the incipient outbreak of fire at the Grand Hotel, reported yesterday, was not caused by the fusing of electric wires. That much has been definitely ascertained. The probability is that it was caused by chaffin.

ARMS AND AMMUNITION ON THE "TAI ON."

As a result of certain information, a body of West Point police, under Sergt. Cockle, made a search on board the *Tai On* on Monday, and found concealed under the boilers two parts of Lee-Enfield rifles, and a large quantity of ammunition. They also seized 20 tins of prepared opium, for which no owner could be found. The police arrested one Chinese supposed to be one of the crew, in connection with the arms and ammunition, and at the Magistracy yesterday he was fined \$1,000 or 12 months' hard labour by Mr. F. A. Hazeland.

A LEPER AT THE MAGISTRACY.

At the Magistracy yesterday, before Mr. F. A. Hazeland, a Chinese was charged with obstructing, resisting, and assaulting two Chinese constables. A certificate was produced from Dr. Moore that the man was suffering from leprosy, and the doctor recommended that he be sent to Canton forthwith. His Worship ordered the man to be sent away that evening.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—
Sincere & Co. \$25
Wing On & Co. 20
A. S. G. 20
Ma Ying Fung 20
J. M. Allen & Co. 10
W. S. Brown 10
The Pharmacy 10
M. Chan Hur. 10
H. G. 5
Sing On & Co. 5

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

HOME RULE CRISIS.

A DRAMATIC ANNOUNCEMENT.

THE PRIME MINISTER BECOMES SECRETARY FOR WAR.

LONDON, March 31st.

The House of Commons was again packed with members yesterday in anticipation of the further debate on the Ireland crisis.

Colonel Seely sat on a back bench, thus showing that his resignation had been accepted.

Mr. Asquith announced that Sir John French and General Ewart had persisted in resigning, but they wished him to make it clear that they were in entire accord with his statement in the House of Commons on Friday. He paid a warm tribute to the loyalty and ability of Sir John French and General Ewart, and regretted that Col. Seely also insisted upon resignation. Mr. Asquith went on to say that His Majesty the King had approved of his (Mr. Asquith) becoming Secretary of State for War. He would retire from the House pending the by-election, which the appointment would occasion. He emphasised the fact that he assumed the office of Secretary of State for War with much reluctance in a great public emergency.

The House was momentarily dumfounded, and then the Ministerialists cheered frantically and the Premier withdrew from the House.

RENEWED DEBATE.

The House then took up the third reading of the Consolidated Fund Bill. Mr. Bonar Law considered that nothing could be more improper than to discuss Home Rule in the Premier's absence.

Mr. F. E. Smith dwelt on the serious nature of the statement made by Mr. Asquith on Friday, and demanded to know the instructions given to Sir Arthur Paget. He accused the Government of a "Revolution and Military plot against Ulster." The cry of "Army versus People" was sufficient to maroon the entire Government, because the Army had taken no step in which they were not abetted by the Government. (Cheers.) If the people decided in favour of Home Rule, he would not be responsible for encouraging resistance thereto. He repudiated the assertion that efforts had been made to seduce the Army and declared that the Government was concealing something of which it was ashamed in reference to the instructions which were given to the officers.

Colonel Seely said there had been no differences between himself and his colleagues. He denied that Lord Morley was involved in the matter of the paragraphs and said that everything was now known, and there was no concealment and no plot.

Mr. Winston Churchill said that when Colonel Seely's assurances were given, the Cabinet knew nothing of General Gough's demands. The document, which was drafted by General Ewart, came to the Cabinet too late to be read, but Mr. Asquith, knowing the mind of the Cabinet, put it down accordingly, handed it to Colonel Seely, and then left the Cabinet.

Regarding the reinforcements which were sent to guard the depots, Lieut. General Sir Arthur Paget was consulted, and he thought that it would cause intense excitement and a crisis. The Government did not view the matter so seriously, but consulted Mr. Birrell, who did not consider that their intention would produce any commotion, though interference with drill and the arrest of the leaders would. The Government acted upon his advice. Sir Arthur Paget received orders that there were to be no other movements, and these were approved by the Cabinet in principle, and the details were approved at a conference between Mr. Asquith, members of the Government, heads of the Army Council, and Sir Arthur Paget. None of the Ministers believed that the orders would lead to bloodshed. Sir Arthur Paget took a very serious view of the matter, but was told that if it was necessary reinforcements

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VIEWS ON THE SITUATION.

While the Unionists think that the Government is so shaken that it will be unequal to the strain of carrying the Bills to be passed under the Parliament Act, the Ministerialists are confident that Mr. Asquith's bold step has solved the difficulty, and that when he takes up his new post his great personal authority will end all the confusion and misunderstandings.

A GENERAL ELECTION?

It is generally agreed, however, that there will be an election in June or July, or as soon as the Parliament Act Bills go through.

PROBABLE SUCCESSORS OF THE RETIRED GENERALS.

It is anticipated that General Sir Charles Douglas, G.C.B., K.C.B., C.B., Inspector General of the Home Forces, will succeed Sir John French, and that Lt.-General Sir H. L. Smith-Dorrien, K.C.B., G.C.O. of the Southern Command, will succeed Sir Charles Douglas.

In the Lobbies of the two Houses General Sir Ian Hamilton, G.O.B., D.S.O., Adjutant General to the Forces, is mentioned as the probable successor to Sir John French.

MR. ASQUITH'S BYE-ELECTION.

In the bye-election at East Fife, occasioned by his new post, Mr. Asquith will be opposed by Col. A. Sprot (U.), who opposed the Premier at the last general election.

Polling will probably take place on Easter Monday.

The figures at the last election were:—
Right Hon. H. H. Asquith, L., 5,149
Col. A. Sprot, U., 3,350

Majority 1,799

The Premier has represented East Fife since 1886.

THE EFFECT ON INDIAN ARMY.

The *Daily Telegraph* states that there are rumours in the Lobby that Mr. Asquith has received a message from Viscount Hardinge, Viceroy of India, stating that many officers of the Indian army will resign unless the Government makes peace with the Army, instead of permitting Ministers to drive it to rebellion.

MR. ASQUITH'S DUTY.

The *Times* says that Mr. Asquith has done the right thing. It is an unprecedented step which proves the gravity of the situation. It is confident that Mr. Asquith's presence in the War Office will restore the confidence of all ranks, and expresses the opinion that it is Mr. Asquith's duty to shield the Army from the wanton attempts which are being made to raise a new electioneering cry of "Army against the people."

SIR JOHN FRENCH ON HIS RESIGNATION.

Sir John French has sent a letter to all his Commanders-in-Chief pointing out that his resignation is solely on personal grounds, and that he is relying on them to see that there are no further resignations.

ILLNESS OF MR. LLOYD GEORGE.

LONDON, March 31st.

Mr. Lloyd George, the Chancellor of the Exchequer, is lying ill at his home at Walton Heath.

AUSTRALIAN LABOUR TROUBLES.

SYDNEY, March 31st.

The lumpers have commenced a boycott of frozen meat for export, refusing to handle the meat until the local prices have been reduced.

OBITUARY.

LONDON, March 31st.

The death is announced of the great Italian pianist, composer, and conductor, Chevalier Tito Mattei.

The great musician was named Professor of the Santa Cecilia Academy in Rome, and member of the Philharmonic Society, Florence, Turin, and others, at the early age of 11. He gave his first concert when but five years of age. He has given concerts in all parts of the United Kingdom, and also on the Continent.

The report of Gopeng Consolidated states that the directors have made arrangements with the company's bankers whereby they have been enabled to borrow an amount equivalent to the balance of called-up shares, thereby obviating the necessity of further calls being made on the shares until April 1915. During the year a net profit of £44,138 has been made, out of which four quarterly dividends of 2½ per cent. making 10 per cent. for the year, have been paid, absorbing £30,054, and leaving a balance of £14,084, which the directors propose to carry forward.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication by evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: Press.
Cables: A.S.O. 6th Ed. Lieber.
P.O. Box, 84. Telephone No. 18.

BIRTH.

ROCKSBURG.—On March 26th, at Shanghai, to Mr. and Mrs. ROCKSBURG, a daughter.

DEATH.

DE ST. CROIX.—On March 26th, at Shanghai, LUCY ELIZABETH, the beloved wife of F. A. DE ST. CROIX, aged 35 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 1st, 1914.

Within the last few weeks, evidence has been afforded at the annual meetings of at least two Hongkong Companies that the probability of a great development of the Colony's shipping trade as a consequence of the opening of the Panama Canal is receiving consideration. At the meeting of the Hongkong and Whampoa Dock Company on Monday, Mr. S. H. DODWELL, the Chairman, after expressing the hope that the Dock Company has now entered upon a more prosperous era, said:—"No one can tell what effect the opening of the Panama Canal will have on the shipping trade between the Far East and the Atlantic coast of America, but in my opinion it is quite possible that changes may cause Hongkong to become the final port in the East of more steamship lines than at present is the case." And the Hon. Mr. DAVID LANDALE, as Chairman of the Hongkong and Kowloon Wharf and Godown Company, addressing a meeting of shareholders a few weeks ago, referred to the fact that already there is an increasing demand for wharfage and storage accommodation, and he added:

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"]
SERVICE.]

CHINA SERVICE.

CONTRIBUTIONS FROM THE PROVINCES.

PEKING, March 31st.

The provinces of Shantung and Kiangsu yesterday sent to the Central Government, through the Ministry of Communications, sufficient amounts of money to tide over for the present the financial crisis at Peking.

THE SALT GABELLE REVENUE.

PEKING, March 31st.

The surplus of this year's receipts from the Salt Gabelle, after deducting all contingent outlays, is estimated at 20 million Taels.

THE HANYEHPING AFFAIR.

PEKING, March 31st.

Chang Chien has proposed to the President to call Sheng Hsuan Huan to Peking to clear himself of the charges regarding the Han-yeh-ping affair, and that the result should then be made public in a Presidential mandate.

THE "WHITE WOLF'S" OPERATIONS.

PEKING, March 31st.

A report from Shensi Province says that Sianfu is well fortified against eventual attacks by "White Wolf."

THE EXTRADITION OF FUGITIVE REBELS.

PEKING, March 31st.

With the collaboration of Tsou Chia Kai, formerly Minister for Foreign Affairs, and of the two former Envoys Wang Tah-sie and Chang Ying-tang, treaties for the extradition of the rebels from America, England and Germany have been drafted and were discussed at the President's Yamen on March 27th in the presence of several Envoys and the Premier.

A SCIENTIFIC EXPEDITION.

PEKING, March 31st.

The expedition of Mr. Stötzner is going to start from Chengtu on the 3rd of April, proceeding in a north-westerly direction.

CHINA'S PARLIAMENT.

[Corrected.]

PEKING, March 30th.

It is learned from Peking Government circles that the Upper and Lower Houses will begin sitting in 1915. Until then a sole House of Representatives, called the "Ta Yi Yuan," will be in existence.

EUROPEAN SERVICE.

GERMANY AND AUSTRIA.

A PAN-SLAVIST PLOT TO PART THE ALLIES.

BERLIN, March 30th.

General Suchaninow, Russian Chief of the War Office, is greatly angered by the article in the *Russkoje Sluwo*, referring to his conversation with H.M. the Kaiser. The European Press has been able to ascertain that the *Slavo* article is but a misarranged manoeuvre on the part of the Pan-Slavists to part Germany from Austria.

BANDIT FIGHTS IN ALBANIA.

BERLIN, March 30th.

The Albanian Government publishes news that the attacks against the gendarmes on the southern frontier were due to Greek machinations. Bands from Serbia had reinforced them. It was necessary to send troops to the frontiers on account of these bandit fights.

ROMANIA AND THE TRIPLE ALLIANCE.

BERLIN, March 30th.

The Roumanian Crown Prince has declared to H.M. the Kaiser that Roumania is not planning a *rolle face* against the Triple Alliance.

SANITARY INSPECTOR PROSECUTED.

CHARGE OF LARCENY DISMISSED.

At the Magistracy yesterday, before Mr. J. R. Wood, Daniel Joseph O'Halloran, a Sanitary Inspector, was charged with feloniously receiving on the 24th or 25th Feb., on board the P. & O. steamship *Malta*, certain provisions, tinned fruit, and bottled jam, 14 articles in all, to the value of £1, and with the larceny of the same, the property of the P. & O. Company, well knowing the articles to have been stolen.

Defendant pleaded not guilty to both charges.

Mr. T. H. King (Deputy-Superintendent of Police) prosecuted, and Mr. C. F. Mason was for the defendant.

Mr. King said this was a case it was his unwelcome duty to put before his Worship. The defendant had been in the employ of the Government as a Sanitary Inspector for over seven years. There were two charges against him; one of receiving, and another of larceny. The articles were not of great value, and were part of the ship's stores. On the evening of the 24th February the defendant went on board the *Malta*, which was then in Hongkong on its way up North. Defendant had booked a passage for Home on the same ship and was going on board when it returned from its voyage up North, and he went on the vessel for the purpose of seeing his cabin. Mr. King then detailed the facts attested by witnesses later.

An Indian constable deposed that he was on board the *Malta* at about 12.20 on the 24th Feb., patrolling the decks of the vessel, when he saw a coolie carrying a bag. He was on the upper deck at the time, and the coolie came up from the lower deck. He did not say anything at first to the coolie as he thought he belonged to the ship, but when he saw the coolie leaving the gangway, followed by the defendant and the European store-keeper, and go on to the wharf, he went after him and asked him what he had in the bag. Defendant came up, and in answer to witness' question the coolie said: "I do not know. He gave me this bag. He pointed to the defendant, who then asked witness: 'Who are you?' and he told him. Defendant remarked that the witness could not arrest the coolie, and said he had better get a European constable. Witness took the coolie back to the steamer, and defendant, who followed, said he would report him to the Captain-Superintendent of Police the next morning. Defendant took his name and number, and became excited and abusive. He was questioned by a European member of the crew, who explained that witness had been on duty on the ship for some time. The store-keeper did not go off the ship on to the wharf, and he later told witness that the defendant was his friend and that he gave him these things. Witness told the coolie to get down on deck and wait, but defendant kicked him and he ran away. Witness seized the bag, which the store-keeper attempted to snatch away but failed in his intention. Owing to the noise the Chief Officer came towards them and the store-keeper told the defendant he had better go away. The latter adopted the advice. The Chief Officer then took charge of the bag.

In answer to Mr. Mason, the constable said he did not see the defendant hand a card or anything to any European on board. The witness added that defendant told him he was a Sanitary Inspector. A witness coolie was then called, and said that on a certain night he was sitting on the crane on the *Malta* when a European called him "coolie." Witness said he was not a coolie, but was employed in removing cargo. The European then told witness to get a coolie, paying him ten cents for the trouble. Witness brought a coolie back to the European, who did not say anything, but took the coolie into a passage. The same coolie came out later carrying something, a European following. He could not recognise the European who called the coolie, as it was dark, neither could he tell whether the man who followed the coolie was the individual who told him to get the coolie. The European was in plain clothes.

Mr. Lewis Malcolm Gordon, Chief Officer on the *Malta*, deposed that the third officer called him on the night of the 24th February and he went to the hurricane deck, where he saw the first witness, and Quartermaster Thomson. He noticed no one else. The Indian showed him a bag, which contained the articles concerned in the charge. Witness looked at the store-keeper, Gladwyn, and the chief steward, and the store-keeper was drunk, and could not give an intelligent answer to his questions about the articles. He was disgusted the next day, and was transferred to the *Assage*. The store-keeper had no right to pass anything out of the ship without a pass signed by the officer in command for the time being. He did not see the defendant at all. The key of the store-room was kept by the chief steward, and in his absence by the store-keeper. The former was on shore leave that night, returning about midnight.

In answer to Mr. Mason, the witness said the chief steward was responsible to the ship for the contents of the store-room, and the store-keeper was responsible to him.

Thomas Wells, second steward on the *Malta*, deposed that defendant came on board, and asked for Mr. Fiske, the chief steward. The latter was ashore, and witness told him this. Defendant told him he had booked his passage on the boat for the journey Home, and witness showed him his cabin, the saloon, etc., and defendant gave witness his card. Defendant had three or four drinks, and witness closed the bar at 11 o'clock. The store-keeper came up before this, and he left the two standing together. When he closed the bar defendant was, he should think, sober, while the store-keeper had had enough to drink.

Mr. J. H. Fiske, the chief steward, stated that when he returned to the ship on the night of the 24th the Chief Officer asked him to go with him to the chart-room, where he showed him a sack. In the bag he found a quantity of the ship's stores. Witness sent for the store-keeper, who was the worst for drink, and asked him about the articles. He at first denied all knowledge of them, but later confessed to witness that he had given them away. He did not see the defendant on board that night.

James Sinclair, boatswain on the *Malta*, said that on the night of the 24th February he saw a coolie carrying a bag. The coolie was followed by the store-keeper and the defendant, neither of whom went off the gangway, as far as he could see. His went after the coolie, who "cleared out." The bag was taken back to the ship, where an argument was in progress between an Indian and the two Europeans. Both the latter were "pretty full."

This closed the case for the prosecution, and the defendant went into the witness-box. He said that when he went on board the *Malta* he met the second steward and the store-keeper. He had a conversation with them, and learned that the latter had been shipmate with his cousin when the last named was second steward on the *Arctida*. The store-keeper asked him down to the store-room, where, after more talk about his (witness') cousin, he said he hoped they would have a happy voyage home together. The store-keeper asked witness if he would like some sweet-stuffs, but witness said that as he was living at the Wyndham Hotel and did not care for sweet-stuffs he would not take anything. The store-keeper persisted, and proceeded to put various things, which witness did not see, in a bag. He said he was responsible for the store-room, and witness said he did not want them and did not desire to get the store-keeper into trouble. Witness sent for a coolie to take the bag to the Ferry. Previous to this he had shown his passage ticket and his card to others on the vessel. On leaving the vessel he saw an Indian, to whom he said that the bag which the coolie was carrying belonged to him. The Indian used a foul expression in Punjabi, and said in English that witness was "no good." Witness asked him who he was, and when he said he was a constable on plain clothes duty witness asked for his badge and number and told him he would report him to the Captain-Superintendent. The third officer came up and witness told him who he was. He said that nothing must leave the ship, and witness assured him that he was not attempting to steal anything. The store-keeper gave him the bag at about 10.20 p.m. Witness had had two, or perhaps three, whiskies and sodas with Gladwyn. He thought the latter was quite responsible for his actions. The bag was placed outside the store-room, in the passage-way, and remained there until the coolie came for it. Witness was perfectly sober when he left the bar. He did not know what the bag contained, as he did not see the articles when defendant put them in. He was led to believe that the "gear" was the personal property of the store-keeper.

In answer to Mr. King, witness said he was really only taking the things to oblige Gladwyn.

Mr. Mason, addressing his Worship, contended that the charge should have been brought a month ago, when Mr. Gladwyn was in the Colony and could have been brought before his Worship to give evidence in regard to the gift. His client's evidence was borne out by each witness for the prosecution who was in any way connected with the conversations on the deck. Gladwyn said: "This man is my friend, I gave him these things." The chief steward also deposed that Gladwyn had confessed to him that these stores away. Then the evidence of Sinclair was to the same effect. It was necessary, of course, for the prosecution to prove guilty knowledge. That was laid down even in the definition of larceny. He also submitted that there could be no criminal intention, and that a guilty intention to take these things away without the knowledge of anyone had not been proved in any particular. Defendant did not deny that he was taking these things away. They were a gift from Gladwyn. He asked whether the acts of the defendant could be considered to be those of a guilty man. He called his Worship's attention to his action when the Indian stopped the coolie, and asked whether his client would have connected himself in such a way with the coolie and the bag he was carrying, as he did, if he had guilty intent. He also asked his Worship to look at the probabilities of the case. Was it likely, he asked, for a man in the position of the defendant, and earning his salary, to risk everything for \$10 worth of goods which were of no use to him? The store-keeper pressed them upon him, and naturally he didn't like to wound his feelings. The defendant had also advertised himself pretty well on board the steamer. When the goods were given him his client placed them in the alley-way, where anybody might discover them, and even fall over them. He asked for the discharge of his client.

Mr. King said he could not reconcile defendant's absolute innocence with his statement to the store-keeper that "he would not like to get him into trouble." As regards his conversation with the Indian, he thought there might possibly have been an attempt on the part of the defendant to use his position for bluff.

His Worship said he accepted the defendant's version of what happened, and dismissed the charge.

COMPANY MEETING.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

The 36th ordinary general meeting of the above was held at the office of the general managers (Messrs. Shewan, Tomes & Co.) yesterday at noon. Mr. R. G. Shewan presided and those also present were:—Dr. J. W. Noble and Messrs. D. W. Craddock and H. P. White (Consulting Committee), R. Hancock and C. Klink, with the Secretary, Mr. R. Henderson.

The Secretary read the notice convening the meeting, after which

The Chairman said—The report and accounts for 1913 having been in your hands for some time, we will, with your permission, now take them as read. The profit on working, as you will see, is almost identical with that of the previous year, so we propose to declare the same dividend and place \$1,000 to reserve fund, which has been increased by \$10,000 appreciation on investments transferred, carrying forward \$2,587.88; and we trust that this appropriation will meet with your approval. The result must be considered very satisfactory under the circumstances, for we had to pass through a very difficult year. The price of hemp continued throughout at abnormally high figures, and you will better appreciate what we had to contend with when I tell you that prices for some grades in 1913 at one time were nearly double those paid two years ago. Fortunately, trade was good and we were able as a rule to get better prices for our output, though not of course without some difficulty. But high prices must of course adversely affect sales, and in this respect I am glad to say there seems a slight chance of improvement as some grades of hemp are weaker at the moment; but how long this will last it is impossible to say. The price of all commodities seems of late to have risen all over the world, and we doubt therefore if consumers of rope and cordage will ever again see the low prices of former years. Turning to the accounts, sundry debtors \$115,838 seem high, but there is only about \$10,000 of it still outstanding to-day. All stocks on hand have been valued at safe figures and below current rates. As to the future, it is always dangerous to prophecy, but I may say that so far we have done well for this year. If any shareholder has any questions to ask I shall be glad to answer them before moving the adoption of the report and accounts.

There were no questions and the Chairman then moved the adoption of the report and accounts.

Mr. C. Klink seconded, and this was carried unanimously.

The Chairman proposed the re-election of Dr. J. W. Noble and Messrs. H. P. White and D. W. Craddock as members of the Consulting Committee.

Mr. Hancock seconded, and this was unanimously agreed to.

Dr. Noble proposed that Messrs. A. O'D. Gordin and F. Maitland be re-elected auditors for the ensuing year at the annual remuneration of \$200 each.

Mr. H. P. White seconded, and this was carried.

This was all the business, and the Chairman announced that the dividend warrants were now ready.

ACTIONS AND REACTIONS IN CHINA.

VI.—FOREIGN MISSIONS—THE ROMAN CHURCH.

Although he never set foot in the country, the inauguration of the second missionary effort in China by the Roman Church rightly dates from St. Francis Xavier, who, with his immediate successors—Ricci, Ruggieri, Schall, Verbiest—laid the foundation of the structure that now extends to all parts of the land. The source of this second forward movement is to be found in Europe rather than in the Far East, which, in spite of Abbé Hue and Sun Yat-sen's protestations as to the freedom foreigners enjoyed in China under the Ming dynasty, showed itself by no means eager to welcome the visitors from the "outside countries." The Renaissance was sweeping over Europe, the discovery of the Cape of Good Hope passage by Vasco da Gama had attracted increased attention to the Far East, and the Roman Church was being agitated to its centre by the Reformation which wrenched from its grasp the Teutonic countries. One result of this upheaval was the establishment by St. Ignatius Loyola, of the Society of Jesus, of which St. Francis Xavier was one of the first two members, and one of the first activities of the new order was the mission to China.

Xavier came to China from Goa in 1552, but the Chinese officials refused him permission to land, and, broken, it would seem, by disappointment, he died shortly after on the Island of San Chiam (Shang-ch'uan), with his eyes on the country that was closed. It was only natural in the circumstances that the pathetic cry "Oh, rock, rock, when wilt thou open to my Lord?" should be attributed to him, but the words were really uttered by Valignani, Superintendent of the Jesuits' Missions to the East. As a missionary to China, Xavier's career may seem to have been a failure, but his influence lives to the present day, for who can tell to what a degree his example and zeal have inspired his successors? No better testimony to his character and influence could be desired than the following words of a well-known Protestant Missionary (Dr. Griffith John, R. Wardlaw Thompson's *Life of Griffith John*, p. 267):—"Xavier wrote no books, but since the days of the Apostles the world has seen no greater missionary. Call him a fanatic, a Papist, and a Jesuit if you like; but look at his love to God, his philanthropy, his glowing faith, his enthusiasm, his unshakable energy, his daring, his unutterable longings, his restless activity. But this I dare to say, said he, 'that whatever form of torture or death awaits me, I am ready to suffer it ten thousand times for the salvation of a single soul.' The man did not so much believe; he *saw*. What wonder if his being thus became sublime and comprehensive? Rome has not assigned a seat among the demi-gods to a hero of nobler mould or of more exalted magnanimity than Francis Xavier. Ricci, Schall, and Verbiest were men of great erudition, and did much towards paving the way for the introduction of Roman Catholicism into every province of China. But it is not from these that their successors draw their inspiration. It is the spirit of Xavier that burns within them, it is his mighty influence that rests upon them, it is his wonderful life that animates them." Truly a worthy tribute from one noble man to another.

Without following in detail the career of Ricci and his immediate successors, it will be sufficient to state that the former first gained a footing in China in 1583; at Chao-ch'ing (Shu-h'eng), and arrived at Peking in 1601, having established in the interval missions at Nanking, Nanchang, and at Soochow. Even in those early days we find the outline of a problem that has since given rise to much discussion among missionaries and those connected with their work—the costume question. When Ricci first landed in China, he adopted the style and habit of a Buddhist priest. After residing in the country for some time, he realized the position of these men and the slight respect and regard accorded to them, and accordingly he and his colleagues assumed instead the garb of Confucian scholars, and, in order to evade any possibility of confusion in the popular mind between the Buddhist bonzes and the priests of the Roman Church, they allowed the hair and beard to grow. Ricci, it may be added, was after his death given the unique honour for a foreigner, of being mentioned by name in the dynastic histories of China.

Schall and Verbiest are probably the two best known of Ricci's colleagues and immediate successors; de Pantoja, Trigault, Martini were other famous missionaries of these early days. During the last days of the Ming dynasty, missionaries found admission into China much easier, and this, *pace* Dr. Sun, not because the Chinese dynasty was favourable to foreigners (the experiences of Xavier and Ricci point in the other direction), but because, in the period of decline, the Empire was threatened with invasion from without and rebellion within, and the rulers were anxious to avail themselves of the skill of the Europeans in the construction of artillery and in the art of gunnery. Thus we find that in the defence of Ningyuan, Heien against the Manchus, the Chinese made use of cannon constructed under the superintendence of the Jesuits, and so were successful in repelling the Manchu assault.

(Continued on Page 5.)

INTIMATIONS

PUBLIC OPINION



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ACTIONS AND REACTIONS
IN C

(Continued)

Another recommendation of the Jesuits well in assisting in establishing themselves in the Empire was their mathematical skill. Ricci himself is said to have translated into Chinese the works of Euclid and some astronomical treatises, and as at this time the Imperial calendar had fallen into a terrible state of confusion, it was natural to turn to his colleagues for aid in correcting it. Their advancement in the Imperial favour for their success in this work (which is especially associated with the names of Schaal and Verbiest) was not an unmixed blessing, for it brought on them the enmity of the native astronomers, whom Verbiest angered by his brusque remarks. "It is not in my power to make the heavens agree with your diagrams." This carries us on to the early days of the Manchu dynasty. Schaal had been appointed tutor to the boy Emperor K'ang-hsi, but the Regents showed themselves unfavourable to the Jesuits, and Schaal was thrown into prison and sentenced to death. During this phase, the work was kept from utter overthrow largely through the influence of an early convert, Paul Zi (Hsu Kuang-ch'i, whose name survives in the famous Zicawei Seminary just outside Shanghai) who, on the Emperor's dismissal of the Regents and assumption of supreme power, was instrumental in securing a high appointment for Verbiest. On his dismissal of the Regents, the Emperor reversed their whole policy of repression: the Jesuits were favoured, and an Edict was issued permitting the missionaries to return to their churches and minister to their converts, but not to proselytize among the heathen. In 1692 a further Edict was issued by the Emperor K'ang-hsi ordering the toleration of Christianity throughout the Empire; and during the same reign a magnificent cathedral was built for the Jesuits by the Emperor within the walls of the Imperial City in Peking.

This period of favour, however, shortlived. The Jesuits at first had the field to themselves, but in 1681 the Dominicans and Franciscans began to arrive in China, and almost immediately were two—ancestor worship, and the Chinese rendering of the word God. Ricci and the Jesuits condoned and sanctioned, if they did not positively approve, the worship of ancestors, choosing to regard it as little more than a filial reverence for the departed; the Franciscans and Dominicans referred the matter to the Pope, but, owing to contradictory verdicts by successive pontiffs, the question remained in suspense until a final decision was given in 1693, and this rejected the arguments of the Jesuits, who were supported by the Emperor. The effect of this can easily be imagined: a foreign authority had presumed to set himself up in opposition to the Emperor, and claimed the right to overrule and overthrow the Emperor's decisions, so the latter—one of the greatest rulers China has known—replied by ordering that no missionaries should be allowed to preach unless they accepted his view. The Pope, on the other hand, required all missionaries proceeding to China to sign a declaration binding them to accept the ruling of the Vatican on this point, and this impasse finally culminated in the era of repression and persecution under the succeeding Emperors.

The other point over which first the Jesuits and the later-comers (the Franciscans and Dominicans), and then the Emperor and the Pope, disagreed is one that has remained a bone of contention until the last few years, and has at times revealed such a difference of opinion among Protestant missionaries that it seemed impossible that the question should ever—as happily, it has—be settled amicably. The famous "term question" which divided the Jesuits from their fellow missionaries of other orders has in our own days been debated between Protestant missionaries with a full measure of odium theologicum. The Jesuits adopted the term, which modern sinologists and Protestant divines unite in accepting as the correct one, and which was approved, if not suggested, by the Emperor K'ang-hsi, himself a famous scholar. *Shang-ti*; the Franciscans and Dominicans favoured *Tien-chu* ("The Heavenly Lord" or "The Lord of Heaven," the name of one of the eight geni of ancient mythology), which is still used by the Roman Church. On this point again the decision of the Pope, given in 1704, was adverse to the opinion of the Emperor, and in 1718 another Edict was promulgated forbidding any missionaries to reside within the Empire unless with the express permission of the Emperor. In the "Sacred Edict," the outline of which was drawn up by K'ang-hsi and afterwards expanded and

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annotated by his son, Yung-ch'eng. Christianity (i.e., the teaching of the Roman Church) is included with Taoism among the heterodox religions against which the people are warned.

It was not until the reign of Yung-ch'eng that actual persecution set in: all provincial churches were closed, 300 were destroyed, and all the priests, except those in official employ in Peking, were ordered to retire to Macao and forbidden under penalty of death to carry on any active propaganda. (It was just at this time that the Mission of the Greek Church was established at Peking). The Emperor Yung-ch'eng has, as the result of these measures, gone down to history as the embodiment of the anti-foreign spirit, but it is only fair to mention that native Christians were found mixed up in a plot to dethrone him, and there were rumours current that the Jesuits were at the bottom of the conspiracy. In 1744 the next Emperor, Ch'ien-lung, encouraged a general persecution throughout the country, in the course of which several hundreds of Chinese Christians and ten European priests are said to have been put to death.

Under the fire of these persecutions the activity of the Roman Church in China diminished, and final blow (for the time) was struck when the Order of the Jesuits was suppressed by Clement XIV. in 1773. During the latter part of the eighteenth century and the early years of the nineteenth missionary work in China was again practically in abeyance, and although the Jesuits were re-established in 1822, the political relations between China and the outer world were then in such a condition that it was not until much later—not until, indeed, the Treaty of 1858-1860 with the "toleration clauses"—that active work on a large scale was possible.

(To be Continued.)

CHARTERED BANK OF INDIA.
AUSTRALIA AND CHINA.

The Directors' report presented at the sixtieth ordinary meeting held on the 18th inst., was as follows:—
The Directors have now to submit to the shareholders the balance sheet and profit and loss account of the Bank for the year ended 31st December last.

These show a net profit, after providing for bad and doubtful debts, of £483,253 11s. 9d., inclusive of £102,569 10s. 9d. brought forward from the previous year. The interim dividend at the rate of fourteen per cent. per annum paid in September last, absorbed £34,000, and a further sum of £24,000 has been appropriated to pay a bonus to the staff. The amount now available is therefore £375,253 11s. 9d., and the directors propose to pay a final dividend at the rate of fourteen per cent. per annum, making fourteen per cent. for the whole year, together with a bonus of twelve shillings per share; to add £100,000 to the reserve fund, which will then stand at £1,800,000; to add £10,000 to the Officers' Superannuation Fund; to write off premises amount £25,000, and to carry forward the balance of £120,253 11s. 9d.

The Right Hon. Lord George Hamilton, C.C.S.I., and Mr. William Foot Mitchell, the Directors who now retire by rotation, present themselves for re-election.

The auditors, Mr. Magnus Mowat and Mr. William Adolphus Browne, F.C.A., again tender their services.

The dividend and bonus, both free of income tax, will be payable on and after Wednesday, the 25th March.

By order of the board,
WM. HOGGAN,
Secretary.

LATEST STEAMER MOVEMENTS

The A.L. str. *Austria* left Shanghai for this port on the 30th March, and will arrive here on the 3rd April.

The C.P.R. str. *Empress of Asia* left Yokohama on the 31st March, at 3 p.m., and is due to arrive at Koba on the 1st April, at 3 p.m.

The cargo of Raw Silk shipped on board the M.M. str. *Magellan*, which left this port on the 24th February, was delivered at Lyon on the 25th March.

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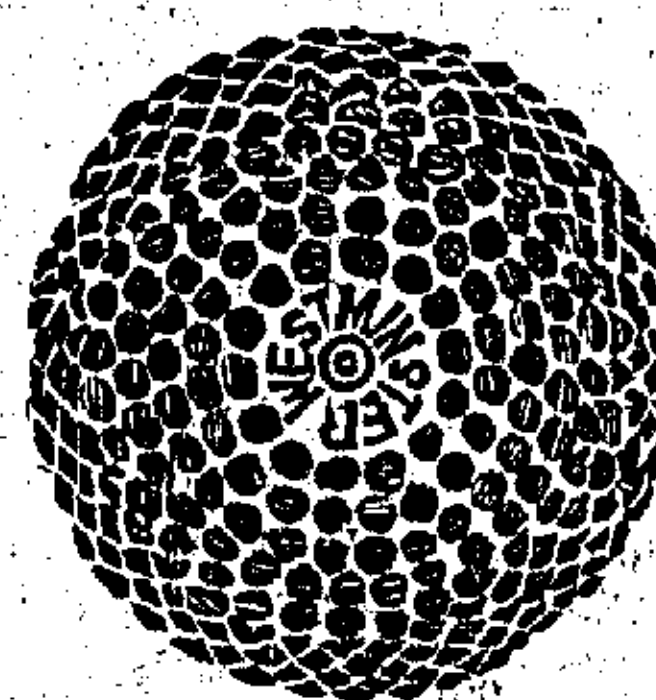
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HOW TO OBTAIN A BALL.

In return for 5 empty Westminster tins of either Turkish "Specials" 50's, or "Aide-de-Camp" 50's, we will give, FOR A LIMITED TIME ONLY,

ONE GOLF BALL.

Which is Guaranteed by the Manufacturers to be of the Highest Quality. If preferred a NEAT LEATHER WALLET, containing a Golf Score, and also refills, will be given in exchange for the same number of Empty Tins.

PRICES:

WESTMINSTER SPECIALS" TURKISH... \$1.25 PER 50'S TIN.
"AIDE-DE-CAMP" VIRGINIA 70 CTS. PER 50'S TIN.

Please return Empty Tins to—

WESTMINSTER TOBACCO COMPANY, LIMITED,
18, BANK BUILDINGS, HONGKONG.

Hongkong, 27th March, 1914.

[388]



JOHN & E. STURGE, Ltd.
Birmingham (England).

PRECIPITATED

(Calc. Carb. Precip.) **CHALK**

All Grades, from lightest to very dense, to suit all needs.

CITRIC ACID, BICARBONATE of POTASH, ROCHELLE, SALTS, and PULV. SEIDLITZ.

[120]

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and half bottles For Kidney and Kindred troubles, bladder trouble. — Gout. — Gravel. — Arthritis.
VICHY GRANDE-GRILLE For Liver trouble and Biliaryness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED.

VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.



DINNEFORD'S
The Physician's Ointment for Gout, Rheumatic Gout and Gravel.
Safest and most Effective Aperiient for Regular use.
MAGNESIA
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

[57]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four zones, commencing from Green Island, and marked "1," "2," "3," and "4," in order of increasing distance from the shore. The "1" zone is the area between the shore and the "2" zone, the "2" zone is the area between the "1" zone and the "3" zone, the "3" zone is the area between the "2" zone and the "4" zone, and the "4" zone is the area between the "3" zone and the outer limit of the Harbour.

1. From Green Island to the Harbour Master's Office.

2. From Harbour Master's Office to Black Point.

3. From Black Point to Naval Yard.

4. From Naval Yard to East Point.

VESSELS ON THE BERTH

ORIENTAL AFRICAN LINE.

THE Steamship

"SALAMIS" Captain D. A. Gardner, will be despatched for SINGAPORE, MALACCA, and SOUTH AFRICAN PORTS, TOMORROW, 2nd April, at 11 A.M.
For rates of freight and passage apply to—
THE BANK LINE, Ltd.,
Managing Agents,
Hongkong, 31st March, 1914. [491]

THE DOLLAR STEAMSHIP CO.

Proposed Sailings.

FOR SAN FRANCISCO AND SAN PEDRO.
S.S. "ROBERT DOLLAR" ... On 4th Apr.
S.S. "J. M. DOLLAR" ... On 28th Apr.
Collection made with Salt Lake Railway at San Pedro for OVERLAND points.
For rates, space and further particulars apply to—
THE ROBERT DOLLAR CO.,
V. M. SMITH,
Manager,
Telephone 782, 3, Queen's Building,
Hongkong, 28th March, 1914. [397]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

Proposed Sailings from Hongkong.

FOR NEW YORK.
S.S. "ATHOLL" ... On or about 7th April.
FOR BOSTON AND NEW YORK.
S.S. "KAREMA" ... On or about 15th April.
For Freight and further information, apply to—
DODWELL & Co., Ltd.,
Agents,
Hongkong, 18th March, 1914. [383-429]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR STRAITS, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA" Captain S. Barham, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 11th April, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed by Bombay in the s.s. "ARCADIA," and is due in London on the 20th May, 1914.
Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to—
E. A. LEWITT,
Superintendent,
Hongkong, 30th March, 1914. [1]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON, NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE" Captain Whalley, will be despatched as above on SATURDAY, the 26th April.
For Freight and passage, apply to—
ARNOLD, KARBURG & Co.,
General Agents,
Hongkong, 25th March, 1914. [495]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

THE Steamship

"GLENLOGAN" (Capt. Jas. McGregor), FOR LONDON, HULL AND ANTWERP.
The Steamship will be despatched for the above Ports on or about 26th April.
Saloon Passage, Hongkong to London £40.
For freight or passage, apply to—
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 5th March, 1914. [192]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

| To VANCOUVER | | | | | | | To L'POOL | | FROM L'POOL | | FROM VANCOUVER | | | | | | |
|--------------------|-----------------|--------------|---------------|----------|-----------|------------|---------------|------------|-------------|----------------|--------------------|------------|-----------|---------|-----------|--------------|-----------|
| STAMERS | Hong-kong | Shai Woosung | Naga-saki | Kobe | Yoko-hama | Vancoo-ver | St. John N.B. | Liver-pool | Liver-pool | St. John, N.B. | STAMERS | Vancoo-ver | Yoko-hama | Kobe | Naga-saki | Shai Woosung | Hong-kong |
| | Leave | Leave | Leave | Leave | Leave | Arrive | Leave | Arrive | Leave | Arrive | | Leave | Arrive | Arrive | Arrive | Arrive | Arrive |
| EMPERESS OF INDIA | Thurs. 2 Apr. | 5 Apr. | 7 Apr. | 9 Apr. | 11 Apr. | 23 Apr. | 29 Apr. | 6 May. | 7 Mar. | 13 Mar. | EMPERESS OF ASIA | 19 Mar. | 30 Mar. | 31 Mar. | 2 Apr. | 4 Apr. | 7 Apr. |
| MONTEAGLE | Thurs. 8 April | 11 April | Moji 13 April | 15 April | 18 April | 2 May. | — | — | 21 Mar. | 27 Mar. | EMPERESS OF JAPAN | 2 Apr. | 16 Apr. | 17 Apr. | 19 Apr. | 21 Apr. | 24 Apr. |
| EMPERESS OF ASIA | Thurs. 16 April | 19 April | Moji 20 April | 22 April | 24 April | 3 May. | 9 May. | 15 May. | 4 Apr. | 10 Apr. | EMPERESS OF RUSSIA | 16 Apr. | 27 Apr. | 23 Apr. | 30 Apr. | 2 May. | 5 May. |
| EMPERESS OF JAPAN | Thurs. 30 April | 3 May. | 5 May. | 7 May. | 9 May. | 21 May. | 28 May. | 4 June. | 18 Apr. | 24 Apr. | EMPERESS OF INDIA | 30 Apr. | 14 May. | 15 May. | 17 May. | 19 May. | 22 May. |
| EMPERESS OF RUSSIA | Thurs. 13 May | 16 May. | 17 May. | 19 May. | 21 May. | 30 May. | — | — | — | — | MONTEAGLE | 20 May. | 5 June. | 8 June. | 10 June. | 13 June. | 16 June. |

PASSAGE RATES—HONGKONG TO LONDON.

| Steamers | Meals and Sleeping | Car Berth across | Canada \$20 additional |
|--------------------|--------------------|------------------|------------------------|
| EMPERESS OF RUSSIA | £71.10 | £71.10 | — |
| EMPERESS OF ASIA | — | — | — |
| EMPERESS OF INDIA | — | — | — |
| EMPERESS OF JAPAN | — | — | — |
| MONTEAGLE | — | — | — |

Hour of Departure.—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, latest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND".

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired. Routes from HONGKONG via SHANGHAI, NAGASAKI (through Inland Sea or JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

SHIPPING

ARRIVALS

ATAKA MARU, Japanese str., 1,580, Nogu-chi, 30th March—Chingwan-tai 24th March, Coal.—Mitsui Bussan Kaisha.
CLARA JENSEN, German str., 1,105, T. Bendixen, 30th March—Bangkok and Svatow 29th March, Rice.—China-Siam S.N. Co.
CHINGCHOW, British str., 1,100, Doyle, 30th March—Kwang Yen 27th March, Cement Stone.—Shanghai.
ELSBETH, German str., 891, Borg, 31st March—Quinhon 28th March, Rice.—Jensen & Co.
HAIMON, British str., 641, J. W. Evans, 31st March—Svatow 30th March, General.—Douglas Lapraik & Co.
KIANG PING, Chinese str., 1,232, H. Udden, 30th March—Chinking 24th March, General.—Chinese.
KOEBER, Austrian str., Zamara, 31st March—Trieste and Singapore 28th March, General.—Bander, Wieler & Co.
MALTA, British str., 6,000, G. W. Cockman, R.N., 31st March—Yokohama 16th March, General.—P. & O. S. N. Co.
NIAGARA, American yacht, 900, Morton, 30th March—Saigon 28th March.
YONO MARU, Japanese str., 1,939, Yakata, 30th March—Wakamatsu 23rd March, Coal.—Mitsui Bussan Kaisha.
YUENSANG, British str., 1,128, C. A. Robertson, 31st March—Manila 26th March, General.—Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
March 31st.
GLENFALLOCH, British str., for Amoy.
E. F. FRIEDRICH, Ger. str., for Bremen.
KIANG PING, Chinese str., for Canton.
KWANTAN, Chinese str., for Canton.
LOKSANG, British str., for Canton.
NILE, British str., for Manila.
SOHU MARU, Japanese str., for Svatow.
TAMING, British str., for Manila.

DEPARTURES

March 31st.
ANYO MARU, Japanese str., for Saigon.
CHINGCHOW, British str., for Kwang Yen.
HANOI, French str., for Haiphong.
IDOMENEUS, British str., for Singapore.
KOMAGATA MARU, Jap. str., for Vancouver.
MEXICO MARU, Jap. str., for Tacoma.
NELUS, British str., for Singapore.
SCANDIA, German str., for Singapore.
SHAOSHING, British str., for Shanghai.
VARO, Norwegian str., for Bangkok.
YONO MARU, Japanese str., for Canton.

PASSENGERS

ARRIVED.
Per *Malta*, for Hongkong, from Shanghai, Mr. H. P. Hasdin and Mr. J. H. MacMichael.

DEPARTED.

Per *Nile*, for San Francisco, etc., Mrs. P. Babing, Mr. M. J. Adams, Mr. W. Shaffer, Mrs. J. M. Doyle, Mr. and Mrs. J. Reid, Miss M. Reid, Lieut. Col. and Mrs. A. S. Koe, Lieut. B. Solodan, and Mrs. B. Chandler, Mr. L. G. Caman, Miss F. Graham, Master F. S. Macquardt, Mr. and Mrs. S. L. Brown and child, Miss E. Meek, Miss A. V. Collard, Mr. Wm. P. Mason, Mr. F. Reeves Heath, Mr. and Mrs. G. C. Campbell, Mr. and Mrs. J. O'Regan, Mr. C. A. Kelly, Mr. C. A. Schiennok, Mr. W. MacMurray, Master J. Reid, Mr. and Mrs. T. Benavente and infant, Rev. and Mrs. J. Gowdy, Mr. and Mrs. H. J. Maynard, Mr. J. N. Boyd, Mr. F. Cowdry, Mr. and Mrs. H. Poynter, Mrs. W. W. Marquardt, Master M. L. Marquardt, Miss Strong, Mr. and Mrs. G. A. Strong, Mr. P. M. Leavitt, Mr. E. Martin, Mr. Lo Grand W. Perie, Miss H. G. Campbell, Mr. F. Hayter, Mr. E. A. Berry, Miss M. Dyer, Mr. W. C. Marten, Master W. Reid, Mrs. A. Wilson, Mrs. J. L. Young, Mr. C. E. White, Mr. F. Lopez, Mr. D. Bruster, Mr. C. W. Bernhardt, Master W. H. Marquardt, Miss S. L. Gibson, Miss Howard, Miss E. S. Fleming, Mr. L. D. Stone, Mr. J. G. Kamm, Mr. and Mrs. J. S. Church.

PASSED THE CANAL

February 17th—Bechuana.
February 29th—Borneo, Laomedon.
February 24th—Shimosa, Trieste, Arabia.
February 27th—Indravadi, Menelaus Priam.
March 3rd—Den of Ruthven, Nankin.
March 6th—Benecluc, Namur, Telemachus, Bradvale, Gurnsey.
March 10th—Benavon, Braggavia, Den of Cramble, Lottian, Uckermar, March 13th—Glenurric, Uckermar, Mouthshire, Princess Alice, Tranquebar, Epremont Castle, Ursula, Rickmers.
March 17th—Indravadi, Kaga Maru, Cathay, Helene, Indravadi, Paul Leclerc, Nippon, Yagura, Preysen, Paul Leclerc, March 20th—Agamemnon, Calchas, Erroll, Sunda, Delta.
March 24th—Timolaya, Hyson, Atmark, Norderny, Yangtze, Procelious, Benmohr.
March 27th—Achilles, Bendoran, Balow, Cordillere, Derfflinger, Iyo Maru, Patricia.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI KOBE AND MOJI.
KUTSANG ... Thursday, 2nd Apr., D'Light.
HANGSANG ... Friday, 3rd Apr., D'Light.
TIENTSIN via SWATOW, WEL-HAIWEI and CHEFOO.
CHEONGSHING ... Friday, 3rd Apr., D'Light.
SINGAPORE, PENANG and CALCUTTA.
LOKSANG ... Saturday, 4th Apr., D'Light.
SHANGHAI ... Saturday, 4th Apr., 2 P.M.
MANILA ... Wednesday, 8th Apr., D'Light.
SHANGHAI ... Wednesday, 8th Apr., Noon.
KOBE and MOJI ... Saturday, 11th Apr., Noon.
YOKOHAMA, KOBE and MOJI ... Saturday, 11th Apr., 2 P.M.
MANILA ...

RETURN TOUS TO JAPAN.
The Steamers "KUTSANG" and "HANGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Japan Sea) and Hongkong. Time occupied 30 days. This service is supplemented by the "LOKSANG", "LOKSANG", "LOKSANG" and "LOKSANG", leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning about 10 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yantai, Chefoo, Tientsin, Wai, Cheung, etc.
Telephone No. 215, Sub. Box 1.
Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 1st April, 1914.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS

Hongkong, 30th March, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR LONDON AND ANTWERP.

LONDON, ROTTERDAM AND ANTWERP.

TRANS-PACIFIC "SHIRE" AND "GUEN".

JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

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VICTORIA, VANCOUVER, SEATTLE, TACOMA.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

STEAMSHIP COMPANY.

A black and white photograph of a large steamship, likely the SS. Columbia, sailing on the water. The ship has two prominent funnels and is viewed from a distance. The image is grainy and appears to be a reproduction from a historical document.

For FURTHER INFORMATION, REFER TO: **Z. KANIYA,**
MANAGER,
Second Floor No. 1 Queen's Building
741]

T. KUSUMOTO, MANAGER.
[8-9-17]
TELEPHONE NOS. 292 and 1241

TELEPHONE Nos. 292 and 1241. [8-9-18]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|--------------------------------------|---------------------|-------------------------------|
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MANRILLAS. | MALTA Capt. G. W. Cookman, R.N.R. | 10 A.M. 1st Apr. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA. | NAMUR Capt. A. Collyer | About 5th Apr. | Freight and Passage. |
| SHANGHAI | DELTA Capt. W. R. Le Mare, R.N.R. | About 9th Apr. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | ABACADIA Capt. S. Barclay | Noon 11th Apr. | See Special Advertisement. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st April, 1914.

CHINA NAVIGATION CO., LTD.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|-------------------|----------------------|
| SHANGHAI | "KAIPO" | On 2nd Apr., 4 P.M. |
| HAIPHONG | "YINGCHOW" | On 3rd Apr., 10 A.M. |
| SHANGHAI AND TSINGTAU | "YINGCHOW" | On 4th Apr., 10 A.M. |
| WEIHAWEI, CHEFOO & TIENTSIN | "HUICHOW" | On 5th Apr., 10 A.M. |
| MANILA, CEBU & ILOILO | "TEAN" | On 7th Apr., 4 P.M. |
| SHANGHAI | "LIANGCHOW" | On 7th Apr., 4 P.M. |
| SHANGHAI | "LUOHOU" | On 9th Apr., 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SOREW STEAMERS "OHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN." LINE—THE TWIN SOREW STEAMERS "ANHU," "CHENAN," "SHOAHING" and the S.S. "KANCHOW," "LIANGCHOW," "HUICHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Hongkong, 1st April, 1914. TELEPHONE 35. AGENTS. [5]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|------------------|----------------------|-------------------------------|
| "HAIYANG" | Capt. A. E. Hodgins | THURSDAY, 2nd Apr., at 1 P.M. |
| "HAICHING" | Capt. W. C. Passmore | FRIDAY, 3rd Apr., at 11 A.M. |
| "HAITAN" | Capt. J. S. Boach | TUESDAY, 7th Apr., at 11 A.M. |

For SWATOW AND RETURN.

(Occupying 3 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|----------------|----------------|---------------------------------|
| "EAIMUN" | Capt. J. Evans | WEDNESDAY, 1st Apr., at 11 A.M. |
| | | SUNDAY, 5th Apr., at 10 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS LAPRAIK & Co.,

Hongkong, 31st March, 1914. GENERAL MANAGERS. [4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

| STEAMER | LEAVES HONGKONG FOR AUSTRALIA | LEAVES HONGKONG FOR AUSTRALIA |
|----------|----------------------------------|----------------------------------|
| EASTERN | On 4th April | On 14th May, 10 A.M. |
| ALDENHAM | On 2nd May | On 24th May, 10 A.M. |
| EMPIRE | | |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| FOR SHANGHAI, KOBE AND YOKOHAMA: | FOR HAVRE & HAMBURG: |
|----------------------------------|---|
| S.S. BRISGAVIA | S.S. ALESIA |
| S.S. UCKERMARK | FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or). |
| S.S. ALTMARK | S.S. HOERDE |
| S.S. FURST BULOW | FOR HAVRE, ROTTERDAM, BREMEN & HAMBURG. |
| S.S. SAMBIA | S.S. BAYERN |
| S.S. FRISIA | FOR MARSEILLES, HAMBURG & ANTWERP. |
| S.S. SILEZIA | S.S. BELGRAVIA |
| | FOR HAMBURG & ANTWERP. |
| | S.S. ABALIA |
| | FOR HAVRE, EMDEN & HAMBURG. |
| | S.S. UCKERMARK |
| | For Further Particulars, apply to— |

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

Hongkong, 1st April, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamer | Displacement Tons and Speed | Leave Hongkong |
|---------------|-----------------------------|----------------------------------|
| TENYO MARU | 22,000—21 knots | SATUR., 4th April. |
| NIPPON MARU | 11,000—18 knots | WEDNESDAY, 8th April, 10.30 A.M. |
| HONGKONG MARU | 11,000—18 knots | SATURDAY, 25th April. |
| SHINYO MARU | 22,000—21 knots | from KOBE 11th May. |
| CHIYO MARU | 22,000—21 knots | TUES., 19th May. |

† Passengers by this Steamer may travel per s.s. "HONGKONG MARU."

• via MANILA, Omitting Shanghai.
All Steamers will be despatched at Noon.

| | |
|-------------------------|----------------------------------|
| FIRST CLASS TO LONDON | £71.10...RETURN (6 MONTHS) £120. |
| FIRST CLASS TO NEW YORK | £60. " " £96.10. |
| " " " SAN FRANCISCO | £45. " " £68. |

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamer of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

| Steamer | Displacement Tons and Speed | Leave Hongkong |
|------------|-----------------------------|-----------------------|
| SEIYO MARU | 14,000—15 knots | SATURDAY, 11th April. |

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291. [212]

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

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BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
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WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shop ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRIFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE NO. 212. Telegraphic Address—"TAIKOO DOCK."

[50]

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government)
MONTHLY EAST SERVICE TO TRIESTE (VENICE),
via SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "KOERBER," 9,500 tons, will leave as above on 15th April at 4 P.M.
Superior accommodation for 1st, 2nd and 3rd Class passengers, no extras, no tips, no inside Cabins.
Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £20 1st, £15 2nd, £10 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) via
STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 6th April.
The Steamers of large tonnage are fitted with comfortable ones class accommodation for Saloon
Passengers, no extras, no tips, no inside Cabins, Stewardesses, Laundry, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.15, II £21.15.
Via Venice, Milan, St. Gothard, Lucerne, Bale, Lyon, Calais or Boulogne, Class I £23.15, II £21.15.
BY SEEMERLING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £24.11, II £22.9.
BY TAUBERN EXPRESS:
Via Munich, Cologne, Frankfurt, Class I £27.10, II £25.10.

TO SHANGHAI
S.S. "KOERBER," 9,500 tons, will leave as above on 1st April, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE via SHANGHAI, YOKOHAMA.
S.S. "PERLA," 12,500 tons, will leave as above about 2nd April.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WHEELER & Co., AGENTS,
Princes' Building.

Hongkong, 18th March 1914

[6]

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL
LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|--|--|--------|---------------------------------------|
| NAPLES, GENOA, ALGIERES, LISBON, SOUTHAMPTON, ANTWERP and BREMEN | "BORCK" Capt. F. LAEBER | 17,000 | { Wednesday, 15th Apr., at 10 A.M. |
| SHANGHAI, TSINGTAU, KOBE and YOKOHAMA | "PRINCESS ALICE" Capt. J. BORTHELDT | 20,300 | { About Thursday, 2nd Apr. |
| MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ-SIGISMUND" Capt. A. HURTIG | 6,000 | { Saturday, 18th Apr., at 9 A.M. |
| KOBE | "PRINZ WALDEMAR" Capt. O. JURANI | 6,000 | { About Tuesday 28th Apr. |
| JESSELTON, KUDAT and SANDAKAN | "BORNEO" Capt. J. KOHLER | 5,000 | { Thursday, 9th Apr., at 9 A.M. |

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Teletypewriter.

RATES INCLUSIVE OF SUR-TAX. FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.
OUTWARD.

| Steamship | about | FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "SIGMARINGEN" |
|---------------------|-------------|---|
| "SIGMARINGEN" | 3rd April. | about 16th May. |
| "NORDERNEY" | 13th April. | FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "NORDERNEY" |
| "HELGOLAND" | 27th April. | about 1st June. |
| "BORKUM" | 11th May. | FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG: S.S. "HELGOLAND" |
| | | about Middle of June. |
| | | FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "BORKUM" |
| | | about End of June. |

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 9th March, 1914.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|----------|----------------------------|----------------|--------------------------|
| TJIKINI | SHANGHAI | Second half of March. | JAVA | Second half of March. |
| TJIPANAS | JAVA | Second half of March. | JAVA | First half of April. |
| TJIMAH | JAVA | First half of April. | JAVA | First half of April. |
| TJIBODAE | JAPAN | First half of April. | JAVA | First half of April. |
| TJILATJAP | | | JAPAN | First half of April. |
| TJIMANOE | SHANGHAI | Second half of April. | JAVA | Second half of April. |
| TJILIWONG | JAVA | Second half of April. | JAPAN | Second half of April. |
| TJITAROEM | JAVA | First half of May. | SHANGHAI | First half of May. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 8th March, 1914. Telephone No. 1574. [13]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET
MANILA—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

[649]

"HONGKONG DAILY PRESS" PUBLICATIONS.

| | | | |
|--|---------|---|-------------|
| DIRECTORY AND CHRONICLE OF THE FAR EAST | \$10.00 | MISSIONARY DIRECTORY, on paper cover | \$0.80 |
| Do. Do. Smaller Edition | 6.00 | MISSIONARY DIRECTORY, on cloth cover | 1.00 |
| CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe | 8.50 | DOG AND GUN in New Territory | 1.00 |
| THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891 | 1.00 | FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD: with Maps and Illus. | 1.75 |
| THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account | 0.50 | HONGKONG WEEKLY PRESS, half- yearly vol., bound | 7.50 |
| TEMPORARY MINING REGULA- TIONS IN CHINA | 0.50 | SIXTY YEARS ANGLICAN CALENDAR, 1884 to 1923 | 2.00 |
| HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually | 5.00 | RATES OF EXCHANGE AT HONG- KONG, English Mail days 1874— BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1883— | 1.00 |
| MOUNTINGS OF NAVAL GUNS and other Subsequent Use with the Lodgment Relief Column | 1.00 | CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Ro- mance, by Chas. J. H. Halcombe | 9.00 |
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| TRADE MARK REGULATIONS IN CHINA | 0.15 | " " KOWLOON | 0.75 |
| | | " " PEAK | 0.75 |
| | | " " NEW TERRITORY | 0.75 |
| | | POWER OF ATTORNEY FORM | 0.25 |
| | | MAIL TABLES for 1914 | 0.30 & 0.25 |

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SUB-AGENT FOR HONGKONG.
Hongkong, 30th March, 1914. (34-2)

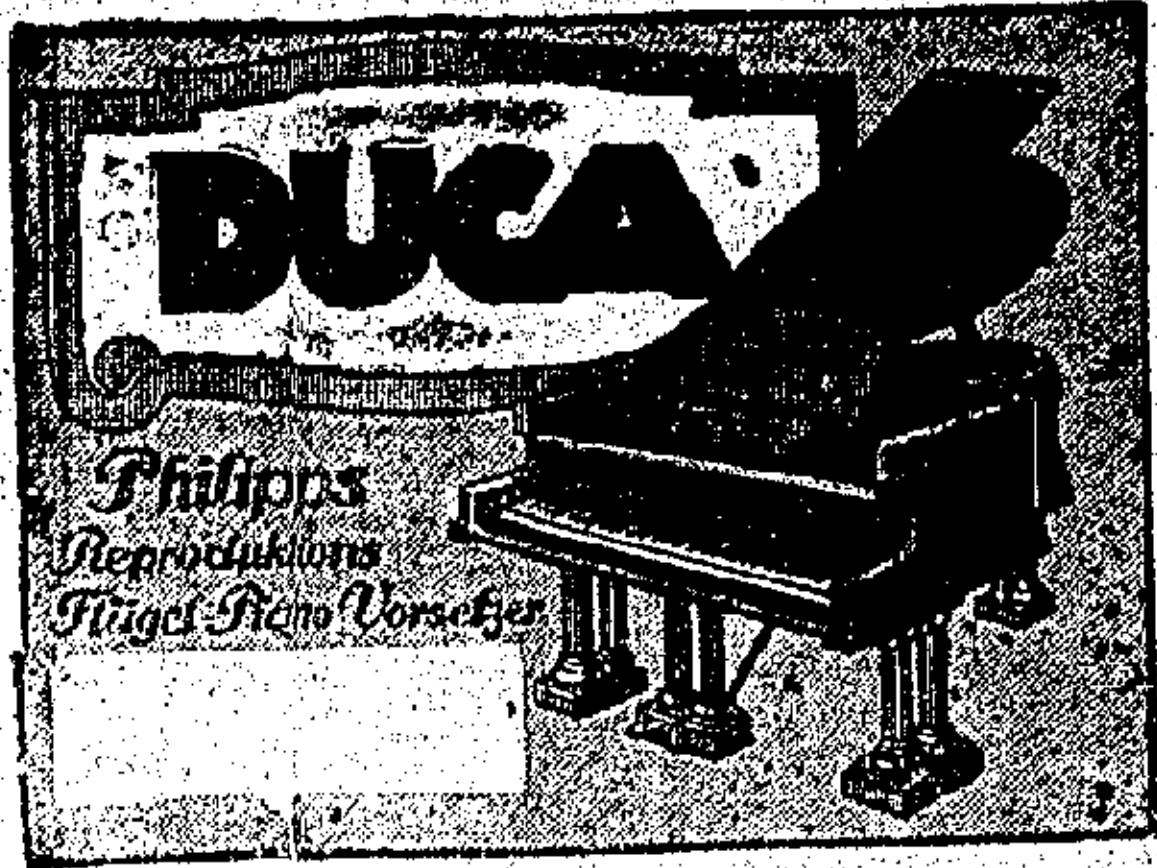
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EMBROIDERED HALF-FINISHED DRESSES IN COTTON,
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EMBROIDERED LACES, EMBROIDERED HANDKERCHIEFS.

Please apply for illustrated Catalogues, giving prices free
China ports to:

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 30th March, 1914. (34-57)



PHILIPPS

SELF-PLAYING

PIANOS AND

ORCHESTRIONS

Have proved to stand any Climate.

They will not lose their exceptional
good tone.

GENERAL AGENT—

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 30th March, 1914. (34-58)

POST OFFICE NOTICE.

The Austria, with the MAIL FROM LONDON (via Siberia) of Saturday, the 14th ult.,
is due to arrive here to-morrow.

The Princess Alice, with the GERMAN MAIL, left Singapore on Sunday, 29th ult., at
7 a.m. and is due to arrive here to-morrow, at 3 p.m.

Chinese Registered Correspondence will not be delivered on a signature only. The
Chop of a firm of standing will in each case be required in addition. The Postmen have
instructions not to part with any registered article until the above regulation has been
complied with.

| | FOR | FROM | DATE |
|--|-----|----------------|----------------------------|
| *Swatow | ... | Peking | Wednesday, 1st, 9.00 A.M. |
| Hongkong | ... | Manila | Wednesday, 1st, 9.00 A.M. |
| Straits and Ceylon | ... | Malta | Wednesday, 1st, 9.00 A.M. |
| *Swatow, Amoy & Fuzhou via Takao & Anping | ... | Southern Maru | Wednesday, 1st, 9.00 A.M. |
| Swatow | ... | Hainan | Wednesday, 1st, 10.00 A.M. |
| Straits | ... | Idem | Wednesday, 1st, 11.00 A.M. |
| Shanghai, North China, Japan via "Negi- zaki," "Victoria, B.C., and "Tacoma" ... | ... | Moscow Maru | Wednesday, 1st, 11.00 A.M. |
| (EUROPE VIA SIBERIA) | | | |
| [To make connection with the Dalny steamer leaving Shanghai on Monday, the 6th inst., at 7 a.m.] | | | |
| Saigon | ... | Sachsen | Wednesday, 1st, 3.00 P.M. |
| *Chingwan | ... | Alaska Maru | Wednesday, 1st, 3.00 P.M. |
| *Shanghai, North China & Japan via "Kobe" | ... | Kusan | Wednesday, 1st, 5.00 P.M. |
| *Shanghai and North China | ... | Hangang | Wednesday, 1st, 5.00 P.M. |
| *Shanghai and North China | ... | Koerber | Wednesday, 1st, 5.00 P.M. |
| *Daicon | ... | Kyushima Maru | Wednesday, 1st, 5.00 P.M. |
| *Straits, Mauritius & South African Ports | | | |
| Saigon | ... | Salamis | Thursday, 2nd, 8.00 A.M. |
| *Chingwan | ... | Bender | Thursday, 2nd, 10.00 A.M. |
| Hoihow, Hainan and Pakhoi | ... | Fernley | Thursday, 2nd, 10.00 A.M. |
| ... | ... | Hongkong | Thursday, 2nd, 10.00 A.M. |
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA via VANCOUVER (EUROPE VIA SIBERIA) | | | |
| [To make connection with the Dalny steamer leaving Shanghai on Monday, the 6th inst., at 7 a.m.] | | | |
| Swatow, Amoy and Fuzhou | ... | Hainan | Thursday, 2nd, Noon |
| *Shanghai, and North China | ... | Anhui | Thursday, 2nd, 3.00 P.M. |
| *Shanghai, North China and Japan via "Yokohama" ... | ... | Peria | Thursday, 2nd, 4.00 P.M. |
| SHANGHAI, NORTH CHINA, TIENTSIN and JAPAN via KOREA ... | ... | Princess Alice | Thursday, 2nd, 5.00 P.M. |
| (EUROPE VIA SIBERIA) | | | |
| [To make connection with the Dalny steamer leaving Shanghai on Wednesday, the 8th inst., at 9 a.m.] | | | |
| Hoihow and Bangkok | ... | Machew | Friday, 3rd, 9.00 A.M. |
| Hainan and Pakhoi | ... | Kaifong | Friday, 3rd, 9.00 A.M. |
| Swatow, Amoy and Fuzhou | ... | Hainan | Friday, 3rd, 10.00 A.M. |
| *Wahaiwei and Tientsin | ... | Chongqing | Friday, 3rd, 11.00 A.M. |
| Straits and India via Calcutta | ... | Namun | Friday, 3rd, 1.00 P.M. |
| Straits, Amoy and Fuzhou | ... | Namun | Friday, 3rd, 3.00 P.M. |
| Philippine Islands | ... | Rubi | Friday, 3rd, 5.00 P.M. |
| *Shanghai and North China | ... | Lokang | Friday, 3rd, 5.00 P.M. |
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES AND SOUTH AMERICA, CANADA via SAN FRANCISCO ... | | | |
| (EUROPE VIA SIBERIA) | | | |
| [To make connection with the Dalny steamer leaving Shanghai on Wednesday, the 8th inst., at 9 a.m.] | | | |
| Philippine Islands | ... | Yuenang | Saturday, 4th, 1.00 P.M. |
| *Wahaiwei and Tientsin | ... | Hainan | Saturday, 4th, 5.00 P.M. |
| SHANGHAI and NORTH CHINA ... | ... | Yingchow | Saturday, 4th, 5.00 P.M. |
| (EUROPE VIA SIBERIA) | | | |
| [To make connection with the Dalny steamer leaving Shanghai on Thursday, the 9th inst., at 8 a.m.] | | | |
| Swatow | ... | Hainan | Sunday, 5th, 9.00 A.M. |
| *Straits, Ceylon and India via "Bombay" | ... | Austria | Monday, 6th, 3.00 P.M. |
| Swatow, Amoy and Fuzhou | ... | Hainan | Tuesday, 7th, 10.00 A.M. |
| Shanghai, North China, Japan via "Moj", "Victoria," B.C., and "Seattle" ... | ... | Awa Maru | Tuesday, 7th, 10.00 A.M. |
| SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, AMOY, EGYPT AND EUROPE via MANILA (Late Letters 11 to Noon, Extra postage 10 cents) | | | |
| [Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail] | | | |
| Philippine Islands | ... | Texas | Tuesday, 7th, 3.00 P.M. |
| *Shanghai and North China | ... | Lokang | Tuesday, 7th, 3.00 P.M. |

* Specially superscribed correspondence only.

COMMERCIAL

CLOSING QUOTATIONS

| On LONDON— | March 31st |
|--|------------|
| Telegraphic Transfer | 1/11 1/2 |
| Bank Bill, on demand | 1/11 1/2 |
| Bank Bill, at 30 days sight | 1/11 1/2 |
| Bank Bill, at 4 months sight | 1/11 1/2 |
| Credit, at 4 months sight | 1/11 1/2 |
| Documentary Bill 4 months sight | 1/11 1/2 |
| On PARIS— | |
| Bank Bill, on demand | 24 1/2 |
| Credit, at 4 months sight | 24 1/2 |
| On NEW YORK— | |
| On demand | 19 1/2 |
| Bank Bill, on demand | 47 |
| Credit, at 60 days sight | 43 |
| On BOMBAY— | |
| Telegraphic Transfer | 144 |
| Bank, on demand | 144 1/2 |
| On CALCUTTA— | |
| Telegraphic Transfer | 144 |
| Bank, on demand | 144 1/2 |
| On SHANGHAI— | |
| Bank, at sight | 74 |
| Private, 30 days sight | 74 1/2 |
| On YOKOHAMA— | |
| On demand | 53 |
| On MANILA— | |
| On demand | 52 1/2 |
| On SINGAPORE— | |
| On demand | 11 1/2 |
| On BATAVIA— | |
| On demand | 3 1/2 p.m. |
| On SAIGON— | |
| On demand | 79 1/2 |
| On BANGKOK— | |
| On demand | 110.30 |
| SOVEREIGNS, Bank's Buying Rate | 105.10 |
| Gold LEAF, 100 fine, per tola | 254.10 |
| East SILVER, per oz. | 26 1/2 |

SUBSIDIARY COINS.

Hongkong ... 20 cents pieces ... 8 5/8 discount.
Hongkong ... 10 ... 7 5/8

MAILS VIA SIBERIA.

London
March 11th
March 14th
March 11th
March 14th

SHARE LIST—QUOTATIONS.

HONGKONG, 31st MARCH, 1914.

| STOCKS | NO. OF SHARES | VALUE PAID UP | CLOSING QUOTA- TIONS CASE | RETURN ON BASIS OF LAST DIV. |
|--|------------------|---------------------|------------------------------|---------------------------------------|
| BANKS— | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 all | \$130, sellers | 5 1/2 p.c. |
| China Bank Corporation, Limited | 50,000 | \$12 all | \$13, buyers | 5 1/2 p.c. |
| China Light and Power Company, Ltd. | 50,000 | \$1 all | \$4.10, sellers | 7 1/2 p.c. |
| China Provident Loan & Mortgage Co., Ltd. | 200,000 | \$10 all | \$8, sellers | 7 1/2 p.c. |
| COTTON MILLS— | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls 50 all | Tls 130, buyers | 5 p.c. |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 all | \$8 1/2, buyers | 5 p.c. |
| Dei Yee Cotton Company, Limited | 40,000 | \$7 1/2 all | \$8 1/2, buyers | 5 p.c. |
| DOCKS AND WHARVES— | | | | |
| H.K. & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 all | \$55, sellers | 5 p.c. |
| H.K. & Whampoa Dock Co., Ltd. | 50,000 | \$50 all | \$71, x div. | 5 p.c. |
| New Amoy Dock Co., Limited | 10,000 | \$6 1/2 all | \$7, buyers | 7 1/2 p.c. |
| S'hai Dock and Engineering Co., Ltd. | 55,700 | Tls 100 all | Tls 55, buyer | 7 1/2 p.c. |
| S'hai and Hongkong Wharf Co., Ltd. | 36,000 | Tls 100 all | \$64, sellers | 4 p.c. |
| Green Island Cement Co., Limited | 400,000 | \$10 all | \$14, sellers | 5 p.c. |
| Hongkong Electric Co., Limited | 60,000 | \$10 all | \$12 1/2, buyers | 5 p.c. |
| Hongkong Hotel Company Limited | 20,000 | \$50 all | \$52, buyers | 5 p.c. |
| Manila Metropole Hotel, Limited | 15,000 | P. 10 all | P. 11, sellers | 5 1/2 p.c. |
| Hongkong Ice Company, Limited | 5,000 | \$25 all | \$190, buyers | 9 1/2 p.c. |
| Hongkong Rope Manufacturing Co., Ltd. | 60,000 | \$10 all | \$12 1/2 | |
| H.K. & S'hai China Steam Navigation Co., Ltd. | 15,000 | \$6 all | \$7 | |
| Hongkong Steel Foundry Co., Ltd. | 15,000 | \$10 all | \$10 | |
| Hongkong Tramway Co., Ltd. | 325,000 | \$1 all | \$1 1/2, males | |
| INSURANCE— | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250, \$50 | \$332, sellers | 6 p.c. |
| China Fire Insurance Co., Limited | 20,000 | \$100, \$20 | \$145 | 6 1/2 p.c. |
| Hongkong Fire Insurance Co., Ltd. | 8,000 | \$50, \$10 | \$53 | 7 1/2 p.c. |
| North China Insurance Co., Limited | 10,000 | \$15, \$3 | Tls 14, buyers | 6 1/2 p.c. |
| Union Insurance Society, Limited | 12,400 | \$250, \$100 | \$350, sellers | 6 1/2 p.c. |
| Yangtze Insurance Association, Ltd. | 12,000 | \$100, \$20 | \$120, buyers | 6 1/2 p.c. |
| LAND AND BUILDING— | | | | |
| China Land Investment Agency Co., Ltd. | 50,000 | \$100 all | \$113 | 8 1/2 p.c. |
| Hongkong Land Reclamation Co., Ltd. | 45,000 | \$100, \$75 | \$200 | 5 1/2 p.c. |
| Humphreys Estate and Finance Co., Ltd. | 150,000 | \$10 all | \$3, sellers | 7 p.c. |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50, \$20 | \$44 | 5 1/2 p.c. |
| Shanghai Land Investment Co., Ltd. | 78,000 | Tls 50 all | Tls 39, buyers | 5 1/2 p.c. |
| West Point Building Co., Limited | 12,500 | \$50 all | \$69 | |
| Maatschappij tot Miltu. Bosch-on Landbouw exploitatie in Lankat ... | 25,000 | Gds 10 all | Tls 58, buyer | |
| MINE— | | | | |
| Chinese Engineering and M. Co., Ltd. | 1,000,000 | \$21 all | \$37 1/2 | |
| Hawwood Tin and Rubber Estate, Ltd. | 82,000 | \$1 all | \$1, buyers | 7 1/2 p.c. |
| Ramb Australian Gold Mining Co., Ltd. | 200,000 | \$1 all | \$1, buyers | 7 1/2 p.c. |
| Trunk Mines, Limited | 150,000 | \$1 all | \$1, buyers | 7 1/2 p.c. |
| RAILWAYS— | | | | |
| Peak Tramways Co., Limited | 50,000 | \$10 all | \$10.93, sellers | |
| Philippine Co., Limited | 75,000 | \$10 all | \$5 | |
| Pulpaes et Papeteries de Tonkin Societe des | 13,200 | \$50 all | \$30, sellers | |
| REFINERIES— | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 all | \$84 | 3 p.c. |
| Luxon Sugar Refining Co., Limited | 7,000 | \$100 all | \$83, sellers | |
| STEAMSHIP COMPANIES— | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 all | \$3, buyers | 5 p.c. |
| Douglas Steamship Co., Limited | 20,000 | \$50 all | \$56, sellers | 7 1/2 p.c. |
| H.K. & Canton & Macao S.S. Co., Ltd. | 80,000 | \$15 all | \$23, sellers | 6 p.c. |
| Indo-China Steam Navigation Co., Ltd. | 60,000, def. | \$5 all | \$7 1/2, 10s. | 3 1/2 p.c. |
| Shell Transport & Trading Co., Ltd. | 2,500,000 | \$1 all | \$10 1/2 | |
| Star Ferry Company, Limited | 40,000 | \$10 all | \$49, buyers | |
| South China Morning Post, Limited | 6,000 | \$25 all | \$20, sal. & eq. | |
| Steam Laundry Company, Limited | 20,000 | \$5 all | \$4, buyers | |
| GROCERIES AND DISPENSARIES— | | | | |
| Powell, Wm., Limited | 15,000 | \$7 all | \$8 1/2, buyers | 4 p.c. |
| Watson & Co., A. S., Limited | 90,000 | \$10 all | \$7.53, sales | |
| Union Waterboat Co., Limited | 50,000 | \$10 all | \$20, sellers | 5 1/2 p.c. |

Para Rubber in London 2 1/2 per lb.

| Loans | Amount | Value | Interest | Quotation |
|-----------------------|-------------|---------|-------------|-----------|
| Chinese Imperial 1896 | Tls 767,200 | Tls 250 | 7% p. annum | Par |

FORTHCOMING EVENTS.

| | | | | |
|--|---|--|---------------------------------------|--|
| Saturday, 4th April— Noon—William Powell, Ltd., Extraordinary General Meeting. | Monday, 6th April— Noon—Hongkong Ice Co., Ltd., Meeting of Shareholders. 8 p.m.—Auction of Crowns Land at Han Fung Lane and on Mt. Parish, by Public Works Dept. | Friday, 10th April— Good Friday—General Holiday. 9.15 p.m.—Stainer's "Crucifixion" at the St. John's Cathedral. | Monday, 13th April— Easter Monday. | Wednesday, 15th April— Noon—The China Bank Co., Ltd., Meeting of Shareholders. |
|--|---|--|---------------------------------------|--|

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